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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY East Germany/USSR

REPORT

SUBJECT Planned Aircraft Construction in
USSR and East Germany within
Framework of Seven-Year Plan

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

1. aircraft and aircraft engines scheduled to be manufactured within the Seven-Year Plan. CCF
2. agreement with the Soviets within the framework of the Seven-Year Plan from 1959 to 1965 and the Soviet concept of passenger air traffic. 50X1-HUM
3. The Soviet concept involves the idea of establishing an air route 10,000 km long with airports every 2,000 km. Airplanes with comparatively short flying range are to be used as feeder-aircraft for these airports. The required aircraft part is considered to be as follows:
 - a. TU-110s and TU-114s for larger ranges;
 - b. TU-104s and IL-18s for air routes of up to 3,000 km;
 - c. One airliner for 35-40 passengers with AM-10 engine for distances of up to 500 km. VVB Flugzeugbau hopes for possible employment and sale of a type-152;
 - d. Feeder aircraft for a distance of 500 km and more; at present the one available biplane from Poland with AI-2 engine is not suitable. VVB Flugzeugbau offers a new development, type-155 for 16 passengers with turboprop engine of 1,500-1,600 hp. 50X1-HUM
 - e. An air taxi with 3 or 4 seats.
4. utilizing the type-153 aircraft as a (military?) transporter with the designation 153 B. If the TYNE engine is not available, the Soviet AI-20 (J7)¹ with Soviet propeller will be used. In that case, the target date for the type-153 will have to be postponed to 1963/1964. 50X1-HUM

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